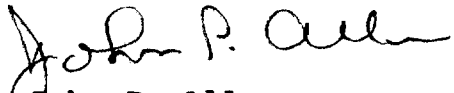


either structure. The FAA agreed that this would be acceptable and a radius of 1200 feet was initially agreed upon.


On October 26, 1992 I notified Glendale that based upon negotiations with the FAA it was necessary for the site to be relocated to a point within 1200 feet of the existing antenna tower. On November 22, 1992, I notified the FAA's Regional Office of Glendale's proposed alternate location (Coordinates: Latitude 33-44-38 North - Longitude 84-00-39 West (North American Datum - 27), at a height of 1089 feet AGL, 2049 feet AMSL). On December 16, 1992, the FAA's Regional Office issued a Determination of No Hazard to Air Navigation for Glendale's proposed alternate location. The FAA's determination addressed the VFR Route and specifically stated, that the new proposed location would have no greater aeronautical effect upon the VFR Route than the existing tower. In other words, the relocation of the proposed site removed the potential goal post situation that originally concerned the FAA.

In conclusion, the relocation of the proposed site was required to mitigate the unexpected VFR Route issue raised by the aeronautical study. Based upon negotiations with the FAA to mitigate their aeronautical concerns, a site was located northwest of the existing antenna tower located near Monroe, GA. The negotiations with the FAA were successful, as witnessed by the determination of no hazard to air navigation issued by the FAA.

Respectfully submitted,


John P. Allen

Subscribed and sworn to before me, the undersigned Notary Public
this 9th day of August, 1993, by the within-named John P.
Allen, well known to me to be the person executing this document.



Notary Public CLYDE GOODREAD, NOTARY PUBLIC
THE STATE OF FLORIDA AT LARGE
MY COMMISSION EXPIRES 02-03-94
My Commission Expires:

"ATTACHMENT A"

ABOUT JOHN P. ALLEN

PROFESSIONAL EXPERIENCE:

Airspace Consultant 1981-Present: Conducts aeronautical evaluations for proposed construction or alteration of structures; files appropriate forms with the Federal Aviation Administration; amends aeronautical surfaces when required; conducts negotiations and provides testimony on behalf of sponsors with FAA, FCC or local governmental bodies concerning technical matters relating to Aviation Safety.

FAA Air Traffic Controller 1968 to 1981

U. S. Air Force Air Traffic Controller 1964 to 1968

PROFESSIONAL ACTIVITIES:

Representative to the National Transportation Safety Board as an expert in air traffic control 1975 to 1977

Chairman of the Facility Air Traffic Technical Advisory Committee 1977

Representative to the National Aviation Safety Council 1977 to 1981

Member of the Society of Broadcast Engineers

Member of the Fernandina Beach Airport Advisory Commission

Associate Membership:

Association of Federal Communication Consulting Engineers

National Association of Broadcasters

EDUCATION:

Bachelor of Science Degree. Management/Small Business Administration 1977, Jones College, Jacksonville, Florida

Professional certification Air Traffic Controller

CERTIFICATE OF SERVICE

I, Dana Chisholm, do hereby certify that on the 12th day of August, 1993, a copy of the foregoing "Opposition to Countermotion for Summary Decision" was sent first-class mail, postage prepaid to the following:

Robert A. Zauner, Esq.*
Gary Schonman, Esq.
Hearing Branch
Federal Communications Commission
2025 M Street, NW, Room 7212
Washington, DC 20554

Colby M. May, Esq.
May & Dunne, Chartered
1000 Thomas Jefferson Street, NW
Suite 520
Washington, DC 20007
Counsel for Trinity Christian
Center of Santa Ana, Inc.
d/b/a Trinity Broadcasting Network

Nathaniel F. Emmons, Esq.
Howard A. Topel, Esq.
Mullin, Rhyne, Emmons & Topel, P.C.
1000 Connecticut Avenue, N.W., #500
Washington, DC 20036
Co-Counsel for Trinity Christian
Center of Santa Ana, Inc.
d/b/a Trinity Broadcasting Network


Dana Chisholm

*Hand Delivered